

In everybody's Pants but Yours,

Why don't you have it, then?

THE BIG FOUR STRIKE

Employes at Cairo Refuse to Accept Van Winkle's Proposition.

Whole of the Cairo Division Now Reported to Be Tied Up-Trouble in Tennessee-Mr. Ford on Rates.

General Superintendent Van Winkle, of the Western division of the Big Four system, and Superintendent Sutton, of the Cairo division, went to Cairo, Ill., yesterday on a special to confer with the striking engineers, firemen and switchmen with a view to a settlement of the trouble. Mr. Van Winkle stated to a reporter that the only men whose wages were reduced at Cairo are three engineers and a yard foreman, who were cut \$10 a month. The switchmen went out through sympathy. They demand that these men be restored at old wages. The officers declined to take their cases up individually, but proposed to do so when other grievances of a similar nature came up for action. The men refused to accede to that proposition, and ordered a general strike on the Cairo division at 4 p. m. No passenger trains are allowed to leave the yards, but engines drawing single mail cars depart from two to three hours after time, and the end of the trouble seems as far off as ever. Switchmen claim that all the men on the Cairo division are out. The men are quiet and make no threats of violence.

Another coad that is in trouble is the East Tennessee, Virginia & Georgia. Chiefs Arthur, Clark and Sargent, of the Brotherhood of Locomotive Engineers, Railroad Conductors and Brotherhood of Fireman, respectively, went to Knoxville yesterday, and consulted with the local grievance committee during the afternoon. They will call on the receivers and general manager of the road to-day. A majority of the rail-road conductors and engineers on the main branch of the East Tennessee are opposed to a strike, yet the grievance committee informed their chiefs that they would not work under the reduction of 10 per cent. under any circumstances, and will go on strike. The chiefs promised to make a thorough investigation of the whole matter, and it may be several days before a definite settlement is reached. Receiver Fink says he will not yield an inch.

Thinks Rates Will Be Maintained.

E. A. Ford, general passenger agent of the Pennsylvania lines, says he cannot speak for the freight men, but so far as the passenger men are concerned he thinks there is a disposition to restore rates to tariff and then live up to them. In speaking of the Chicago and Ohio river traffic territory he said that E. O. McCormick, passenger manager of the Big Four, and Mr. Edwards, general passenger agent of the Cincinnati, Hamilton & Dayton, expressed a determination to restore rates to tariff and carry what business there was at a profit. Frank Reed, general passenger agent of the Monon, talked all right. The roads in the Central Traffic territory were coming into line all right, and there was no trouble as regards the trunk lines, and he was confident that by the 15th of this month rates would be fully restored. He thought that after the trains got back to the old schedules travel East and West would improve, and be satisfactory to California and Southern winter resorts, but Chicago business would be light. He spoke in very complimentary terms of the manner H. R. Dering, assistant general passenger agent of the Pennsylvania lines, had handled the immense business at Chicago; in fact, at all points the passenger men of the Pennsylvania lines had done excellent service, and the business ability they had shown was gratifying to the superior

M. E. Ingalls, president of the Big Four, spent Thursday in Cleveland, and the Cleveland Leader, in an interview, quotes him as saying, regarding the divisional changes which took effect Nov. 1, that "the Indianapolis division now becomes a part of Superintendent Higgins's territory, and the Sandusky division and Columbus

President Ingalls in Cleveland.

and Delaware terminals are added to the | with a bad limb, is improving, and hopes Cincinnati division. There are some long stretches of track to be taken care of by the division superintendents, but the divisions are in responsible hands. We were sorry to reduce Mr. Reynolds and Mr. | McKeen and General Manager Williams, of Cramer. They were both efficient officers, but the new arrangements effect a saving of about \$1,400 a month in expenses, and with reduced earnings something had to be done." President Ingalls has been conferring with Eastern colleagues about time schedules. He said the chief change in the winter schedule would be the addition of a train each way between St. Louis and Cleveland, which will be connected with the New York Central's Empire State express by a fast train on the Lake Shore carrying through sleepers. Mr. Ingalis expressed his warm satisfaction with the good condition in which he finds everything on the Cleveland division. Mr. Schaff has just returned from a trip over the system

with General Superintendent Van Winkle,

and reports everything in as good shape as

can be expected.

Huntington Sells the C., O. & S. W. C. P. Huntington had this to say at New York yesterday about the sale of the Chesapeake, Ohio & Southwestern to the Louisville & Nashville and the Illinois Central railroad companies: "I was approached one year ago by these people, who offered to consider the proposition. If they said yes before I said no they could have the road. On Wednesday night they came to my office and said: 'We will take the Chesapeake at your terms.' The purchase will improve the condition of the Louisville & Nashville appreciably. Not a cent has passed nor will there be any money given. get, well, say, in round numbers, \$6,000,000. That is, I will get bonds for that amount. If either the Louisville & Nashville or the lilinois Central attempted to build such a property they could never do it for \$10,000,-000. The only reason I am selling it is because I wish to centralize my interests in the Southern Pacific. I go West about the 1st of December and will return next May. The Louisville & Nasville has got a wonderful piece of property in the Chesapeake &

Southwestern.' Attempt to Do Away with Gates. Some time since a law was passed in Missouri compelling the railroads to admit passengers to trains without stopping at a depot gate to show their tickets. The first road to have a tussle with the law was the Alton, and it was yesterday given thirty days in which to prepare an answer. The roads claim that the gates are there solely for the protection of the public and

ULCERS SCROFULA RHEUMATISM **BLOOD POISON**

And every kindred disease arising from impure blood cured by that never-failing and best of all medicines,



to prevent injury of people on the tracks. In two Chicago depots, at least, the gates were, during the late rush of world's fair travel, the cause of actual danger to life and limb. The crowds were at times so densely packed against the railing that clothing was torn and and women and children badly crushed. The gates were all right, but there was too much red tape about opening them after the trains had

Changes on the B. & S. W.

backed into the depot.

President Bacon and other officials of the Baltimore & Southwestern were in St. Louis yesterday on a tour of inspection of their new acquisition-the Ohio & Mississippi. Vice President Peabody has officially announced the following appointments under the new regime: General freight agent, R. M. Frazier; general passenger agent, O. P. McCarty; auditor, E. S. Thomas; general superintendent, I. G. Rawn; superintendent of construction, C. F. Bent; engineer of maintenance and way, D. D. Corrothers. Under the new management Mr. Wm. Duncan will have charge of the freight and pas-senger traffic in St. Louis. While at present the passenger department is located in Cin-cinnati, it is generally understood that it will shortly be removed to St. Louis.

Personal, Local and General Notes. Yesterday six firemen on the Big Four were examined for promotion to engineers. On Nov. 1, a reduction of 10 per cent. in wages went into effect on the Mobile &

Charles J. Jack, formerly freight agent of the Monon, has been appointed claim agent of the company.

H. M. Briggs was yesterday appointed general agent of the Peoria & Eastern, at Peoria, vice J. H. Sessions, resigned. The Pullman car between Indianapolis and New York, taken off with the opening of the world's fair, goes on again next

G. H. Smith, general agent of the Cincinnati, Hamilton & Dayton, is in the city, looking after some important matters for the company.

The Evansville papers say that J. B Campbell is to be made general freight agent of the Mackey lines and R. A. Campbeil traffic manager. George T. Gunnip, general agent of the

Santa Fe, and Thomas Campbell, general agent of the Wisconsin Central, are in the city on official ducies. Chief Engineer Becker states that by Dec. 1 the double track of the Pittsburg. Fort Wayne & Chicago between Pittsburg

and Crestline will be completed. George Daniels, general passenger agent of the New York Central, and Vice President Flagg, of the Wagner Palace Car Company, will sail for Europe on Nov. 11.

To-day the dining cars come off of Trains 1 and 8, over the Big Four, between In-dianapolis and Chicago, but the dining-car service will be continued on Trains 17 and Pittsburg papers say that the demand for

steel rails is very dull. The roads are buying very little for retracking, and the demand for new railway mileage is very lim-The biennial eyesight test for color and

nearsightedness of trainmen, operators,

yardmen, switchmen and hostlers has been inaugurated on the Pennsylvania lines west of Pittsburg. Paymaster Saint, of the Pittsburg & Western, has got the employes paid up for

August service: next week he will pay for September, and after that hopes to pay more promptly. As the returns come in for October two important characteristics will be shown: First, that gross earnings are increasing; second, that operating expenses have been

considerably cut down. At the State convention of the Young Men's Christian Association, now in progress, some steps are to be taken looking to the reorganization of a railroad men's

branch at Indianapolis. With the taking effect of its winter schedule, the Monon will drop Trains 31 and 32, between Indianapolis and Chicago, the one arriving now at Indianapolis at 2:40 and the

The twenty-hour train between New York and Chicago, known as the exposition flyer, will be taken off Nov. 19. The Empire State express, running between Buffalo and New York, will be cortinued. The syndicate owning the Missouri, Kan

other departing at 4:20 p. m.

sas & Texas has decided to begin the extension of the road to San Antonio immediately. Labor is plenty, and railway material was never lower in price. The Chicago & Rock Island earned, gross,

in October, \$2,143,298.99, an increase over October, 1892, of \$228,054.13. The opening of its Fort Worth extension has something to do with this remarkable increase. H. M. Bronson, assistant general passen-

ger agent of the Big Four, who has been confined to the house for several days to be on duty again next week. E. A. Ford, general passenger agent of the Pennsylvania lines, last evening went

to Terre Haute to confer with President the Vandalia, as regards the winter time The Chicago & Indiana Coal road is being

greatly improved in the way of new bridges. A new fron bridge has just been completed over Pine creek, and another will be completed this week over Coal creek, near Vee-

The Big Four is fitting up very hand somely the passenger equipment it is to put on between St. Louis and Washington in connection with the Chesapeake & Ohio, and the trains it will run between St. Louis and New York. In October there were handled at the bag-

gage rooms of the Union Station, 42,670 pleces of baggage. World's fair travel did not increase business much at the station, as last year, 41,559 pieces of baggage were handled in October.

L. S. Coffin, the founder of the "White Button" movement, is visiting railroad centers and delivering effective addresses to railway employes, who turn out well to hear him. He will probably stop in Indianapolis before the year closes.

The third section of the Pittsburg, Fort Wayne & Chicago out of Chicago on Thusbuy the road. I put my price on it and I day night consisted of thirteen cars, occutold them that I would give them time to | pied by Arabs, Moors, Eskimos and Chinese, who were at the Midway Plaisance, and are now returning home.

The estimated gross earnings of the entire system of the Rock Island road, both east and west of the Mississippi river, for the month of October are \$2,143,293, an increase of \$228,054, as compared with the estimated earnings of October, 1892.

The bress of Kansas City is striving to induce the Southwestern Traffic Association, in reorganizing, to change its headquarters from St. Louis to Kansas City. As fourfifths of the members reside at St. Louis it is hardly probable any change will be made. The Alton has given notice that it will use the \$3.50 rate between Chicago and St. Louis as basing rates. The rate will be tendered to its Eastern connections, as has been done by the Wabash. The move was induced entirely by the competition of the

Wabash The Illinois Railroad Commission, accompanied by General Manager Williams of the Vandalla lines, on Thursday inspected the Peoria division of the Vandalia, and the commissioners were pleased with the marked improvement in the roadbed since the inspection last fall.

The net earnings of the Wabash for September were \$369,943, a decrease of \$35,-663 from the corresponding period of last year. The decrease in total earnings is in the face of an increase in passenger earnings of \$158,000. Freight earnings decreased during the month \$250,000.

The New Albany Ledger says that President Mackey, of the Louisville, Evansville & St. Louis, ought to forget the interests of Evansville long enough to do justice to New Albany, his road getting more business in New Albany in a week than it does in Evansville in two months. No commission will be paid to agents on the sale of tickets at the reduced world's | manded by Jesus Christ to perform certain ilr rates unless some of the general passenger agents repudiate the agreement, which will be a disappointment to some of the ticket agents, who have been very careful to keep account of all sales of tickets to the would's fair, as well as in other di-

There is great danger of the taking off of too many passengar trains and in that manner injuring business more than the expense of good train service will justify. More attention should be given to running accommodation trains than through ser-

vice, especially where there are good towns on the road. One of the best features of the train service on the Lake Erie & Western is that its trains all stop at important towns on the line, and people govern themselves accordingly.

To-morrow the Lake Erie & Western changes time to its winter schedule; also, the Chicago division of the Big Four, and on Nov. 12, the Peoria & Eastern, the Monon and the Cincinnati, Hamilton & Day-ton will change time; on Nov. 19, the Penn-sylvania lines and the Indianapolis and St. Louis division of the Big Four. The last named was obliged to postpone adopting its winter schedule until the Lake Shore and the New York Central made their change, which will be

The Boston press is very laudatory of the ability of J. T. Odell as a railroad man. He has just been appointed general manager of the New York & New England. Boston people always like to have Western men given positions on Eastern roads, as they invariably make good records, as in the case of W. D. Ewing, an old Mackey-line man, who has just reached the position of general superintendent of the Hootion of general superintendent of the Hoosac Tunnel line system, and Mr. Odell has equally good qualifications for his position.

Mr. Odell began railroad service in 1861 as a
telegraph operator on the Lake Shore road,
went from there to the Atlantic & Great Western as train dispatcher, and became its general superintendent; he then went to the Northern Pacific; in 1887 he came further east, and took the position of general superintendent of the Chesapeake & Ohio; May 1, 1889, he left the C. & O. to become general manager of the Baltimore & Ohio. Petty jealousies on the part of superior officers prevented him making such a record as he would if left free to act as he thought

IT WAS AN OUTRAGE

Effort of an Installment Firm to Convict an Employe.

Constable with Some Heart Left-Roby Race Track Suit-Various Matters in the Courts.

A jury in the Criminal Court room, yesterday afternoon, found Charles H. Koerner not guilty of embezzlement within five minutes after retiring to their room for deliberation. The case has been on trial for several days, and from the evidence introduced it was shown that the arrest of Koerner was an outrage of the worst character. Koerner is a young married man residing with his wife and family in Haughville. He was employed by the C. F. Adams Company as a salesman of goods upon the installment plan. The company is a corporation capitalized at \$1,000,000, with headquarters in Erie, Pa., and a branch house in every city in the United States and Canada with a population of 100,000 or over. The indictment which was returned

against Koerner at the instigation of the company charged him with the embezzlement of a sum of money slightly exceeding \$200. They demanded that Koerner pay them this amount, and upon his refusal to do so they went before the grand jury and secured his indictment. On the trial of the case the company introduced copies of leases and a book in which they were recorded, by which they showed that Koerner had not paid the leases he claimed to have paid. About this time it began to look very dark for Koerner, but with a Harper. The appointment was made upon consciousness of innocence he remained un-

The defense learned that there was another book in which the records of these leases appeared, and that it was upon this book the company depended to ascertain the state of its affairs. A subpoena was issued for the production of this book in the court, and there it was found that the company had credited Koerner with having paid all the leases which he was accused of haying withheld. The witness whose duty it was to keep the records in this book, and who had previously testified that Koerner was indebted to the firm in the sum claimed, admitted that he had kept the record in that book and that it was from it that he had prepared an itemized account against Koerner demanding the money, when the book showed them all to have been paid.

John M. Bailey, who defended Koerner in the prosecution, says that just so soon damages in the sum of \$50,000.

HAS A SYMPATHETIC HEART.

Constable Charles Sorters Refuses to Eject Helpless Women.

The average constable is called upon to perform many things which make his heart bleed for the unfortunate persons whom he is compelled to serve with legal process. Occasionally the circumstances call so loudly for pity, and the heart of the constable, which is perhaps covered with an outer crust of indifference, is so tender within that he cannot perform that which is legally his duty, but morally far from it. Such was the case yesterday with Constable Sorters, of Justice Daniels's court. Theodore C. Whitcomb is the owner of a small house at No. 616 West Michigan street, which is occupied by Frank Dietz and his family, consisting of himself, wife, three-year-old child and six-weeksold twins. Dietz has been out of work for several weeks and unable to secure employment. Rent became due and he could not meet it. The landlord sued before Justice Daniels for possession and obtained judgment upon default. Yesterday the writ was put in the hands of Constable Sorters to serve. He went to the house and when he found the mother in bed with one of the small children, and the threeyear-old child holding the other in her arms, his heart failed him. The woman had at first said she was sick, and the landford had sent a physician to the house who said she was not ill. Mrs. Dietz admitted hat she was not ill, out said that it would kill her two babies to be exposed to the cold air, and she would die before she would give up possession of the house. Constable Sorters turned away with a tear in his eye as he said to the man who was seeking to have the woman thrown upon the street: "And I'll be damned if I will put her out; I'll resign first."

WILL GET DAMAGES.

Liability of a City for Safe Sidewalks Reviewed by the Appellate Court. Judge Gavin, of the Appellate Court, yesterday reversed the decision of the Circuit Court of Cass county in the case of Alman Lyons against the city of Logansport. The appellant brought suit to recover \$750 damages for injuries alleged to have been received through a fail upon a defective sidewalk maintained by the appellee. The case was tried and a special verdict found against the appellant, who sought the higher court. The judge holds in his decision that a municipal corporation is not an insurer of safety of its streets, but it is bound to exercise reasonable care and diligence to keep them in a reasonably safe condition. The walk in question was shown to have been long defective, and the court thought that the city had ample opportunity to re-

Loaned Money to the Trustee. The case of Jacob W. Cunningham vs. Albert Helms, trustee of Sugar Creek township, Hancock county, was argued before the Supreme Court yesterday. Cunningham, through his counsel, attorney Winter, seeks to recover \$1,000 which he claimed that he loaned Helms during his term of office, and for which he was given the personal note of the trustee. The sureties of Helms are made party to the suit. It is contended that the plaintiff has no cause for damages from the fact that the trustee converted the money to his own use and did not expend it upon school improvements. as was represented to the plaintiff when the money was borrowed. The case was not concluded, the attorneys requesting ten days' time in which to file briefs. The extension was granted.

Declared Insane. Louise Smither, aged thirty-five years, recently employed as a domestic in the household of ex-President Harrison, was yesterday declared insane. The affidavit alleging insanity was filed by Emma Piscator, who was a nurse of the unfortunate at Dr. Fletcher's Sanitarium. She alleges that the woman has been confined in the Bloomingdale asylum and imagines she is comacts. Dr. Pink says she has retired to her | Chicago Tribune. room and kept her bed for several days at a time, refusing to look at or speak to anyone save a few friends. She says this is commanded by the Lord. The name of ex-President Harrison appears upon the affidavit as a friend who can be addressed in case of need.

Roby Suit Appealed.

On appeal from Lake county the Roby Race-track Association yesterday filed with the Supreme Court Clerk suit against A. M.



ONE ENJOYS

Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

Syrup of Figs is for sale in 50c and \$1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any substitute.

CALIFORNIA FIG SYRUP CO SAN FRANCISCO, CAL. NEW YORK, N.Y.

Allen and A. R. Beck, lumber merchants, and also against the owners of the real estate upon which the track is constructed. Suit was brought by the lumber dealers against the association in the lower court for failure to pay for lumber purchased, and the plaintiffs were granted judgment for \$6,830. On the refusal of the association to pay the amount the court ordered the track and its belongings sold. The attorneys for the defendants base their complaint on the fact that there was not sufficient facts shown to constitute an action, and that the court in refusing to grant a new trial erred.

Confessed Embezzlement.

In the Criminal Court, yesterday morning, Charles Milligan pleaded guilty to an indictment charging embezzlement, and was sentenced to two years in the penitentiary. The indictment charges Charles Milligan with having embezzled from Louis W. Graeter \$12 in money and two clocks of the value of \$16 on Sept. 16. He was arrested in Cincinnati about one month later by Graeter and brought back to this city for trial.

Receiver Appointed for Him. Lueppo D. Brenting was yesterday appointed receiver for Carl Taux, by Judge the complaint of the Noble-street Saving and Loan Association, alleging that he was insolvent and was not collecting the rent upon property in which he held an equity of redemption against the association.

Beckner Mortgage Forclosure. The case of the Indianapolis National

Bank against Hey H. Beckner to foreclose mortgage is still on trial in the Circuit Court. Beckner, it will be remembered, is the man who was arrested for forgery and afterwards released, it being found that it was a mistake of his assignee that had caused the arrest.

Given to the Assignee.

In Room 1 of the Superior Court Judge Winters yesterday held that the receiver of Hornehu & Smock, appointed by that court upon the complaint of John H. Conner, was as the complaint can be prepared Koerner | not entitled to the possession of the stock, will file suit against the company asking and it was turned over to the assignee who had been appointed at 10 o'clock Thursday

THE COURT RECORD.

SUPREME COURT OPINIONS. 16698. John R. Teegarden et al. vs. Oliver P. Lewis, Administrator. Parke C. C. Afirmed. Howard, J.-When the verdict finds that appellants received money from a decedent while he was of unsound mind and they refused to pay the same over to the administrator the law affixes the conclusion that appellants hold the money received without right. When one of the parties is of ordinary capacity and intelligence and the other is of feeble intellect the former will be required to show that a transaction between them is not against right and good conscience. 16128. Wm. T. S. Cornett et al. Thomas Hough et al. Marion C. C. Ad-

vanced.

APPELLATE COURT OPINIONS. 941. Toledo, etc., Railroad Company vs. Willam M. Reeves. Montgomery C. C. Affirmed. Reinhard, J.-An administrator may be appointed by the court to prosecute an action for negligence causing the death of the intestate who at the time of his death was a resident of the county, although the estate had no assets. 995. State vs. Thomas Malone. Adams C. C. Reversed. Lotz, J.-An affidavit charging that the defendant, a conductor

under the statutes "did unlawfully permit and suffer' the train "to remain standing across" the street, and did "fail and neglect to leave a space of sixty feet across such street," is not bad for duplicity. It was not necessary to the validity of such charge that the railroad be named. 977. Charles Keesling et al. vs. Charles Doyle. Madison C. C. Affirmed. Ross, . -The judgment of a court of record is such that every person is bound to know its contents when dealing with those against whom such judgments have been randered. 707. Almon Lyon vs. City of Logansport. Cass C. C. Reversed, Gavin, C. J.-Where a street crossing in a public and much-traveled part of a city had become worn so that it was "smooth, slick and slippery" and no safe foothold was presented by except for a short space at each end, which condition had existed for ten months preceding the injury to plaintiff and the plaintiff had no knowledge thereof, but the city had knowledge thereof ninety days prior to the injury. Held: The city was liable.

Superior Court.

Room 1-James M. Winters, Judge. Grace Fuller vs. Osse Fuller; divorce. Decree and custody of child granted Corena Plummer vs. Erastus Plummer; divorce. On trial.

Room 2-J. W. Harper, Judge. William H. Wishard, jr., vs. William J. Echolds; suit on note. Trial by court. Finding and judgment for plaintiff against defendants for \$145.15 Sophronia McIlwaine vs. David Wall; suit for trespass on real estate. Trial by jury.

Room 2-Pliny W. Bartholomew, Judge. A. B. Conduitt et al. vs. George W. Sindlinger; on account. Judgment for plaintiff on default in the sum of \$261.40. Criminal Court.

Millard F. Cox, Judge.

State vs. James Coffin; disturbing a religious meeting. Pleaded guilty. Fined \$5 State vs. Charles Milligan; embezzlement. Pleaded guilty. Fined \$25 and costs and sentenced to two years in the penitentiary. State vs. Charles H. Koerner; embezzlement. On trial by jury. Circuit Court.

Edgar A. Brown, Judge. Indianapolis National Bank vs. Hey H. Beckner et al.; foreclosure. On trial by court. NEW SUITS FILED.

Edward H. Eldridge et al. vs. Joseph H. Williamson et al.; notes. Superior Court, Christian Houck vs. James A. Kealing: on judgment. Superior Court, Room 2. Franklin Landers vs. B. C. Shaw et al.; note. Superior Court, Room 1. John W. Peters vs. Elizabeth Peters; divorce. Superior Court, Room 2.

A Mark-Down Sale.

Customer-The price of these shoes seems pretty high. Are you sure they have been marked down? New Salesman-Yes'm. They've been marked down from sevens to threes.

E. T. Barnum, wire works, Detroit, Mich. extensive manufacturer of wire and iron work, took highest award upon steel jail cells, cheese safes, wire and iron fences, wire bank and office railing at the world's

ADVERTISED LETTERS.

The following is the list of letters remaining unclaimed in the Indianapolis postoffice Saturday, Nov. 4, 1893. Please call for "advertised letters," and give the date of this

Ladies' List. A-Adams, Mrs. May; Aldine, Miss Min-nie; Arnold, Mrs. Minnie. B-Burris, Mrs. Liew; Brown, Miss Jennie; Bean, Mrs. Pearl Patterson; Barnes, Miss Mertie; Boyd, Mrs. Frank; Brown, Mrs. Caroline; Brown, Mrs. M. C.; Brooks, Miss Minnie.

Miss Minnie.

C-Callahan, Mrs. Hettie; Coon, Dora; Clark, Mrs. Lottie; Cravins, Mrs. Eilen; Chaney, Etta; Crawson, Miss Altha; Curtis, Miss Fannie S.; Chase, Miss Eleeta; Coley, Miss Jennie.

D-Dorsey, Miss Ida; Du Bois, Miss May. E-Etter, Miss Mollie; Earl, Miss Edna; Eckels, Miss Minnie.

F-Fleming, Mrs. Alice; Fisher, Mrs. Emma; Fanchier, Olla; Fry, Miss Sadie.

G-Green, Mrs. Jos.; Griffis, Mrs. T. L.; Gillon. Miss Mollie.

H-Hiatt, Mrs. Josie F.; Hudson, Miss H-Hiatt, Mrs. Josie F.; Hudson, Miss Carrie; Hatwood, Mrs. Annie; Harper, Mrs. Flora; Hardestigs, Mrs. Rosie; Hassel, Miss Jane; Harding, Miss Minnie; Herff, Miss Eva; Hubbard, Mrs. Sarah.

I-Irvine, Miss N. J-Johnston, Mrs. L. E. K-Korner, Anna; Kitts, Mrs. M. J.; Keller, Miss Laura; Kimlee, Mrs. Emma; King, Miss Aggle. L-Layton, Mrs. Rosie; Levis, Mrs. Prof. D. I.; Lymon, Miss Flora; Lewis, Mrs. Cora

M-Miller, Mrs. Frank; Malary, Anna; Miller, Mrs. M. J.; Manson, Miss Silis; Mock, Anna; Miller, Mrs. Jane; Mack, Mrs. Mattie; Miralde, Mrs. Jennie; Moeller, Miss Katharina; Moore, Miss Henrietta G. N-Nickols, Mrs. Alice; Nicholis, Miss Dora; Norris, Mrs. Lizzie; Newman, Mrs. N. P-Patterson, Miss Bessie; Perkins, Miss Jennie; Powell, Mrs. Anna; Price, Miss Cora

R-Ross, Miss Mamie; Rieck, Miss Mattie; Riney, Miss Josie; Richerson, Miss Lucy; Rogers, Mrs. Anice; Ruhlman, Lizzie. S-Stanford, Miss Mattie; Starr, Miss Etta; Smith, Miss Stella; Shafes, Queen; Shelton, Mrs. Jennie; Smock, Miss Ella; Sitts, Mrs. D. W. T-Tuse, Miss Annie; Taylor, Miss Fannie. W-White, Mrs. Dollie; Williams, Miss Claude; Williams, Miss Kate; Waggoner, Mrs. Etta; Woodridge, Miss Belle.

Gentlemen's List.

A-Adam, S. W.; Albright, Ed; Allison, Ross; Alexander, Dr.; Allen, R. R. B-Brown, Jno.; Boyd, Chas.; Bough, Chas.; Baldwin, E.; Burns, Geo.; Bunyan, Dennis; Binder, Christ.; Buchanan, Thos. C-Clark, John C.; Clark, Henry; Collins, C. T.; Carter, F. A.; Cooper, David; Combs, Charlie; Curry, Tad; Caldman, Jos.; Christy, James F.

D-Davenport, Geo. A.; Dyer, J. W.; Davis, D. M.; Denning, V. K. E-Ewing, Wm.; England, Lewis S. F-Finnigan, Mike; Frederick, Chas.; Fowler, Bart; Fisher, L. O.; Fallow, P. J. G-Griffith, Perry A.; Groney, Eddie; Groves, J. B. H-Hendricks, Henry; Hayes, Burk Hartman, Richard; Hayworth, Dr.; Hogan, Chas. O.; Hart. Ran; Heimich, C. E.; Higgins, J. J., Hollow, N.; Hedge, J. D.; Helms, Ben; Hall, Prof.; Hodson, Harry; Hannon, Jno.; Hardin, J. H.; Hooker,

-Jones, Wm. S.: Johnson, Eddle; Jefferies, Joe; Jeffers, Wade E.; Jaaslad, Olaf; Jackson, A. Nelson K-Kilgore, J. L.; Kirk, Henry. L-Latta, Jno.; Leighton, D. G.; Loverwell, H. W.; Latto, J. M.; Linduer, K. L. Mc-McLean, Geo.; McNallay, Geo.; Mc-Dowell, J. A. M-Miller, Ike; Morse, H. H.; Morrison,

Wm.; Miley, Elmer; Mitchell, Sol. N-Null, Merion; Nightlinger, Geo. C .; Note, Chas. W. O-O'Connell, M.; Odell, G. B.; Overman, P-Phillips, W. B.; Perry, Jerome W.; Prewett, Mack; Perry, Jas. M. R-Raigner, Fred; Ruhl, W.; Rosenstein. Anton; Roberts, Prof. Wm.; Rodgers, John. S-Simpson, Alex.; Stephens, T. M. F.; Sharp, T. J. (2); Simon, L.; Shafer, Korn; Smith, Chas. B.; Scott, D. E.; Stump, Barnard: Sutton, Earl. T-Trowbridge, Geo.; Thorncott, Earl E.; Toms, E. I.; Tile, R. C. W-Waters, Mat; Ware, Jessie; White-lock, Wm.; Wilson, Jno. W.; Waller, Geo.; Wilhelm, Fred.

Z-Zoller, Albert. Packages. Pollock, Dr. Alice; Romalo, Fred; Singley, E. P. THOMPSON, P. M.

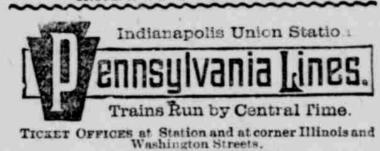
TOTICE-TREASURY DAPARTMENT. Office of the Controller of the Currency, Washington, Oct. 25, 1893. In the matter of

The Indianapolis National Bank,

Indianapolis, Ind. To all whom it may concern Whereas, Upon a proper accounting by the receiver heretofore appointed to collect the assets of The Indianapolis National Bank, Indianapolis, Ind., and upon a valuation of the uncollected assets re-maining in his hands, it appears to my satisfaction that in order to pay the debts of such association it is necessary to enforce the individual liability of the stockholders therefor to the extent hereinafter mentiones, as prescribed by Sections 5151 and 5234 of the Revised Statutes of the United States. Now, therefore, by virtue of the authority vested in me by law. I do hereby make an assessment and requisition upon the shareholders of the said Indianapolis National Bank for 300,000, to be paid by them ratably on or before the 25th day of No-vember, 1893; and I hereby make demand upon each and every one of them for \$100 upon each and every share of the capital stock of said association held or owned by them, respectively, at the time of its failure; and I hereby direct Edward Hawkins, the receiver heretofore appointed, to take all necessary proceedings, by suit or otherwise, to enforce to that extent the said, individual liability of the said In witness whereof I have hereto set my hand

and caused my seal of office to be affixed to these presents, at the city of Washington, in the istrict of Columbia, this twenty-nich day of October, A. D., JAMES H. ECKELS. Controller of th Currency. [SEAL.]

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*Daily, † Daily, except Sunday. LEAVE ARP'V' "-O" INDIANAPOLIS TO Columbus, Ind., and Louisville *3.55 am *12.15 am hiladelpula and New York ... 25.00 am Baltimore and Washington \$5.00 am yton and pringfield. . . . *5,00 am 110.15 pm Marti sville and Vincennes 48,00 am *5.15 pm Richmond a of Coumbas, O 18.00 vu †3,20 pm Madison and Louis ille....... 18.05 an Dayton and Columbus.......*11.45 am *7.55 am Logansport and Chicago *11.45 am Columbus, Ind., and Louisville. *1.40 pm Philadelphia and New York *3.00 pm Baltimore and Washing on *3.00 m *12.50 pm Dayton and Sprinefiel *4.00 pm *12.50 pm Knightstown and Richmond... †4.00 pm †9.00 am Columbus, Ind., and Louisville. *4.00 pm *10 15 am Logansport and Chicago...... *4.00 pm *3 40 pm North Ve non and Mad son..... †4.00 pm 110.20 am Martinsville and Vincennes... †4.10 pm 110.15 am Pittsburg and East. *5.30 pm *11.40 am Dayton and Xenia. *5.30 pm *11.40 am Dayton and Xenia. *5.30 pm Columbus, Ind., and Louisville. *9.45 am Logansport and Cincaro*12.30 am *3.45 am

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